

STAFF REPORT

City of Ormond Beach Department of Planning

DATE: July 3, 2013

SUBJECT: Ormond Crossings Planned Mixed Use Development (PMUD) Rezoning

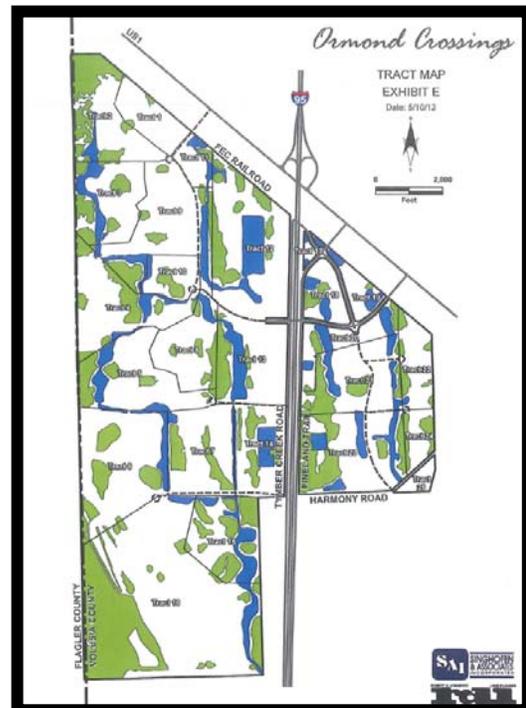
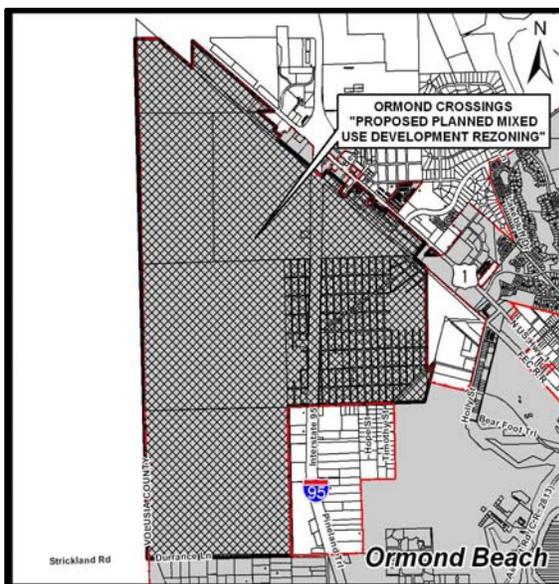
APPLICANT: Tomoka Holdings, LLC

NUMBER: PMUD 10-134

PROJECT PLANNER: Steven Spraker, AICP, Senior Planner

INTRODUCTION:

This is a request by Tomoka Holdings, LLC to rezone approximately 2,924 acres from Volusia County A-1 (Prime Agriculture) and A-2 (Rural Agriculture) to City of Ormond Beach PMUD (Planned Mixed Use Development). The rezoning is pursuant to the Ormond Crossings Development Agreement, Ordinance 2010-07, approved by the Ormond Beach City Commission on February 16, 2010, which approved 2,950 residential units, 3,050,000 square feet of commercial/office/industrial space, 165,000 square feet of institutional square feet, and one elementary school. The project is located west and south of the F.E.C. railroad, east of the Flagler County boundary line, and north of Durrance Lane and Harmony Avenue, as shown below and EXHIBIT A.



BACKGROUND:

Below is a summary of the major legislative approvals that have occurred for the Ormond Crossings project to date:

Annexation:

The City of Ormond Beach initiated the annexation and land use plan for a 3,095 acre parcel in 2004. The property owner also has approximately 171 acres of land between US HWY 1 and the F.E.C. railroad which are not included in the Ormond Crossings project or this rezoning. The total land area for Ormond Crossings is 2,924 acres.

Community Redevelopment Area district:

The establishment of a Community Redevelopment Area district (CRA) to assist in funding infrastructure improvements was identified as one of the critical elements for successful completion of this economic development project. On July 8, 2004, the Volusia County Council approved Resolution No. 2004-131, which granted redevelopment powers to the City of Ormond Beach in order to establish a CRA for this property.

On January 17, 2006, the City Commission adopted the following resolutions:

1. Resolution 2006-35, which found the existence of blighted areas within the project area (Findings of Blight);
2. Resolution 2006-36, which created the CRA known as the North Mainland/Ormond CRA; and
3. Resolution 2006-37 which approved the Master Redevelopment Plan for the CRA.

The redevelopment plan consisted of the following several primary elements:

1. Elimination of faulty lot layout, diversity of ownership and defective/ inadequate street layout;
2. Predominance of defective or inadequate street layout;
3. Aggregate Assessed values of real estate property in the area for ad valorem tax purposes have failed to show any appreciable increase over 5 years prior to the finding of such conditions; and
4. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness and diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated area.

The Developer proposed several amendments to the development plan and road network that required an amendment to the CRA Master Plan. The developer determined that the costs of the intensity, density and phasing of the project were extensive, given the mitigation that would be required. The developer specifically indicated that infrastructure needs for the proposed I-95 and US HWY 1 Collector-Distributor (CD) system made the project financially unfeasible. In years 2007 and 2008 the extensive costs of the improvements to the road network, especially the proposed CD System, and the significant economic downturns prompted the Developer to initiate

the following changes to the development plan:

1. Elimination of the third and fourth phases of the project;
2. Deletion of the land for the CD system;
3. Revision to the development plan for the Flagler County portion of the project (deletion of approximately 700 dwelling units); and
4. Reduction in the intensity of development within the project.

On February 2, 2010, the City Commission adopted Resolution 2010-14 approving and adopting the Amendment/Update to the Master Plan for the CRA. On July 8, 2010, the Volusia County Council adopted Resolution 2010-114 restated to the delegation of specific County redevelopment powers to the City of Ormond Beach for the North Mainland/Ormond Crossings CRA.

Comprehensive Plan Amendments:

In October 2004, Comprehensive Plan amendments were transmitted to the Department of Community Affairs (DCA) for review and were adopted by the City Commission in September 2005. In November of 2005, DCA issued a Notice of Intent to Find the project in Non-Compliance. After an administrative hearing in December of 2005, the DCA and the City agreed on the framework in August 2006 to adopt remedial amendments to the Comprehensive Plan Amendments to address DCA objections.

The City adopted a Stipulated Settlement Agreement, Resolution 2010-13 and the Remedial Comprehensive Plan Amendment was adopted on February 16, 2010, with Ordinance 2010-06. The amendments were approved by DCA and were effective on April 9, 2010. The amendments required a Development Agreement (approved in 2010) to meet the conditions of the stipulated settlement agreement between the City and DCA.

The Comprehensive Plan amendments designated the Ormond Crossings project as "Activity Center" and established the parameters for development. The development parameters are located within Objective 1.7 of the Future Land Use Element of the City's Comprehensive Plan.

Development of Regional Impact:

Based on the project size and scope, the Ormond Crossings project was originally approved as a Development of Regional Impact (DRI) by the City on December 19, 2006 with Resolution 2006-269. Based on the 2009 Community Renewal Act enacted by the Florida Legislature, the project was exempted from the DRI threshold. The Ormond Crossings DRI Development Order was rescinded by the City Commission on February 16, 2010, with Ordinance 2010-08.

Development Agreement:

On February 16, 2010, the City Commission approved a Development Agreement with Ordinance 2010-07 which was a condition of the land use approval. The Development Agreement detailed intensity/density permitted, capital facility planning, and allowed for the provision of adequate public facilities for development. The Development Agreement required the submittal of the Planned Mixed Use Development with the

incorporation of a Master Development Plan (MDP). The following intensity/density maximums were established, consistent with the Comprehensive Plan amendments:

<u>Uses</u>	<u>square feet</u>	<u>units</u>
Retail Commercial	200,000	
Office	900,000	
Business/Flex-space	350,000	
Industrial	800,000	
Storage	240,000	
Warehouse/Distribution	560,000	
Public/Institutional	165,000	
Residential		2,950
Total	3,215,000	2,950

On June 18, 2012, the Planning Board conducted a workshop to discuss the Ormond Crossings project. The items discussed at the meeting included:

1. Tract and land use maps and the allowed uses;
2. Multi-modal plan including the trail system;
3. Roadways over the FEC Railroad and I-95;
4. Wetlands and the mitigation bank created by Tomoka Holdings;
5. The purpose of the Community Redevelopment Area (CRA) and the road infrastructure that the CRA could pay for;
6. Economic development potential for the Business Park;
7. Traffic impacts and required mitigation; and
8. School impacts and the provision of an elementary school site.

Since the June 2012 meeting, the City Attorney's office has reviewed the Master Development Plan. The document has two section additions. The first addition is Section 6.1, Conversion Factors, that allows an increase or decrease in certain uses (not commercial or residential) provided that the net external trips are not exceeded. The second addition is Section 10.0, Jobs/Housing Balance, that details the job creation projected by the development and requires annual reporting of the job creation.

PROJECT DESCRIPTION/ ANALYSIS:

The Ormond Crossings PMUD rezoning is required based on the Development Agreement approved by the City Commission on February 16, 2010, with Ordinance 2010-07. The Development Agreement approved the mixture of uses, infrastructure requirements for utilities, transportation, recreation, schools, and public safety. The PMUD rezoning is governed by Section 2-38 of the Land Development Code and requires a Master Development Plan (see EXHIBIT C). Based on the size of the development, the rezoning does not have individual site plan plans as is custom in the Planned Residential and Business Development rezoning applications. The Master Development Plan does provide a land use plan (Exhibit D of MDP) and a tract map (Exhibit E of the MDP) that establishes the uses within the development.

Section 2-38.A. of the Land Development Code states the purpose and intent of the Planned Mixed Use Development “is to implement the requirements of the “Activity Center” land use category established in the Future Land Use Element of the City of Ormond Beach Comprehensive Plan.” Section 2-38.B. and C. of the Land Development Code provides the requirements and land use criteria for a Planned Mixed Use Development. Unique characteristics include the 2,000-acre size requirement, master planning of the project infrastructure, requirement of an industrial component, town center component, and a framework of transportation, social, and economic connectivity.

Section 2-38.D. of the Land Development Code that requires a Master Development Plan requires the following information:

1. Land Use Plan;
2. Permitted Uses and Dimensional Standards;
3. Design Standards;
4. Development Processing and Phasing Plan; and
5. Supplemental Standards

The purpose of the Master Plan is to provide the zoning implementation of the Comprehensive Plan goals, objectives, and policies that were approved by various state agencies, the City Commission and the 2010 Development agreement. The Master Development Plan shall become the zoning document for the 2,924 acres that is Ormond Crossings. Below is an analysis of the Master Development Plan with a focus on how the documents meet the requirements of Section 2-38.D of the Land Development Code.

MASTER DEVELOPMENT PLAN: Below is a summary of the major sections of the Master Development Plan.

<p>Section 4 Site Plan Review Procedures</p>	<p>Page 4</p>	<ul style="list-style-type: none"> • This Section establishes the review process for site construction. • Establishes preliminary site plan. Plans consistent with the concept plan would be minor modifications. Plans that do not qualify as minor modifications would require City Commission approval. • Final site plan review is consistent with the City’s Site Plan Review Committee (SPRC) process and plan submittal.
<p>Section 5 Land Use Plan</p>	<p>Page 7 Exhibit D of MDP</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 1: Land Use plan and Item 4: Development Processing and Phasing Plan. • This Section establishes the land uses within the project including the Business Park Area, Town Center/Business Park Area, Institutional, Park/School Areas, and residential areas. • A key part of the Ormond Crossings project is that incompatible land uses are not abutting each other. For example, industrial and business park areas are not abutting single-family areas. Much of the current Land Development Code setback and landscape standards seek to reduce impacts of non-compatible uses. The land use plan (Exhibit D) has separated incompatible uses for the project with natural areas, roadways, or water features.
<p>Section 6 Permitted Development Uses</p>	<p>Page 9</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 2: Permitted Uses and Dimensional Standards. • The uses in this table are consistent with the limits established by the Comprehensive Plan amendments and in the approved Development Agreement. • Conversion factors (Section 6.1) have been added since the 2012 Planning Board review. The project is allowed to increase or decrease square footage between certain uses provided the net total trips approved by the project area not exceeded. The project cannot exceed the approved 2,950 residential units or the 200,000 square feet of commercial.
<p>Section 7 Tract Map</p>	<p>Page 13 Exhibit E of MDP</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 1: Land Use plan. • The tract map details where the land uses are proposed by tracts of land.
<p>Section 8 Land Use Compatibility</p>	<p>Page 14</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 1: Land Use plan. • This Section is designed to reduce compatibility issues if they were to arise and is copied from Table 3 of the PMD Section.
<p>Section 9 Use Restrictions</p>	<p>Page 15</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 2: Permitted Uses and Dimensional Standards. • The uses in the table shall control the allowed uses with the tracts. The total permitted uses cannot exceed the maximums established in Section 6 – for example a maximum of 200,000 square feet of retail commercial uses. • City staff and the property owner have reviewed the uses and have come an agreement regarding the uses. The majority of uses are similar to what the LDC allows. There are some differences, such as mobile vendors and bars with no minimum distance requirements.
<p>Section 10 Jobs/Housing Balance</p>	<p>Page 20</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 4: Development Processing and Phasing Plan. • Details the desired jobs to housing ratio, which is 3.8 (11,184 jobs/2,950 housing units). • Establishes the planned phasing for the project. The Section acknowledges that the phasing may vary depending on market opportunities, permitting, or development costs.
<p>Section 11 Development Standards</p>	<p>Page 25</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 2: Permitted Uses and Dimensional Standards. • Establishes dimensional standards and setbacks based on land use categories. • Requires a 200’ buffer along south property line abutting Durrance Lane. • Requires a 50’ wide setback along Harmony Road.

<p>Section 12 Road and Street Design</p>	<p>Page 28</p>	<ul style="list-style-type: none"> Establishes the dimensional street standards for roadways within Ormond Crossings. Establishes the sidewalk and multi-modal trail requirements and widths. Establishes where on-street parking is allowed.
<p>Section 13 Multi-Modal Trail System</p>	<p>Page 30</p>	<ul style="list-style-type: none"> Requires trail system for pedestrians, cyclists, and possibly golf carts.
<p>Section 14 Open Space</p>	<p>Page 30</p>	<ul style="list-style-type: none"> Requires 20% of the land area to be held as open space.
<p>Section 15 Underground utilities</p>	<p>Page 31</p>	<ul style="list-style-type: none"> Consistent with Master Development Plan requirements, Item 3: Design Standards. Requires all utility lines, mains, pipes, wires, and conduits to be placed underground.
<p>Section 16 GREEN Development Objectives</p>	<p>Page 31</p>	<ul style="list-style-type: none"> Consistent with Master Development Plan requirements, Item 3: Design Standards Provides green development requirements for the residential and non-residential structures. All residential construction within Ormond Crossings shall utilize energy saving techniques consistent with the Energy Star standard for new homes. Management plan for preserved wetland areas.
<p>Section 17 Design Standards</p>	<p>Page 33 Exhibit G of MDP</p>	<ul style="list-style-type: none"> Consistent with Master Development Plan requirements, Item 3: Design Standards Exhibit G of the MDP replaces the City's design standards.
<p>Section 18 Land Development Code Applicability</p>	<p>Page 34</p>	<ul style="list-style-type: none"> This Section states that the LDC applies to the project unless different standards exist in the Master Development Plan. This Section combines a number of different regulations. Some key regulations include:(b) Stormwater system based on St. Johns River Water Management District standards. (k) Mixed use easement (MUE) – includes landscaping, signage, sidewalks/bike paths, lighting, berms, utilities, fencing and walls, and street furniture. (v) Sign regulation including prohibition on pole signs, wayfinding signage, interstate visibility signs, three icon signs.
<p>Section 19 Maintenance</p>	<p>Pages 40</p>	<ul style="list-style-type: none"> Consistent with Master Development Plan requirements, Item 5: Supplemental Standards Provides maintenance responsibilities for private owned properties, common areas not owned by the public, and improvements within the public right-of-way.
<p>Section 20 General Provision</p>	<p>Page 41</p>	<ul style="list-style-type: none"> Provides 113 units of affordable housing based on housing analysis performed.
<p>Exhibit G</p>	<p>Part B, Architectural Design Standards</p>	<ul style="list-style-type: none"> Consistent with Master Development Plan requirements, Item 3: Design Standards Replaces City's architectural design standards. Applies to residential and non-residential. City's LDC has very limited residential design standards, whereas the proposed MDP has extensive residential design guidelines. Architectural styles permitted include Spanish, Mission, Mediterranean, Italianate, Colonial, Neoclassical, Greek Revival, Modern, Craftsman, Florida

		<p>Vernacular.</p> <ul style="list-style-type: none"> • Examples and guidelines for each architectural style are included. • Pictures (allowed and not allowed) include for a variety of architectural features including massing, articulation, fenestration, shutters, awnings, roofs, and lighting. • Finished metal wall material only allowed on industrial buildings on Tracts 22 and 24 that do not front on a public roadway.
<p>Exhibit G of MDP</p>	<p>Part C Landscaping</p>	<ul style="list-style-type: none"> • Consistent with Master Development Plan requirements, Item 3: Design Standards. • No tree survey will be required as the area is a pine mono-culture and requires mass clearing and filling (3-4' +/-). • Greenbelt Buffer standards: Current LDC: (1) Lot depth less than 200' must provide a 25' landscape buffer (2) Lot depth greater than 200' must provide a 36' landscape buffer (3). Lot abutting I-95 must provide a 60' landscape buffer. LDC requires 1 tree per 200 square feet of buffer area. 60% of area requires native shrubs and groundcover. No more than 40% of area can be lawn. Ormond Crossings Design Standards - 25' mix use easement with 4 trees, 40 shrubs and 40 ground cover per 100 linear feet. Project proposes layering of landscaping in the right-of-way, see pages 82-84. • Landscape buffers: Current LDC: Front - 10' or 20' depending on roadway classification or 25' or 36' if designated greenbelt. Side and rear – depends on abutting use. Ormond Crossings Design Standards: Front – 25' Mixed Use Easement with landscaping in right-of-way. Side and rear – depends on abutting use. • Foundation plantings Current LDC: 5' minimum planting bed when abutted by access drive or parking area. Ormond Crossings Design Standards: Front – 25' Mixed Use Easement with landscaping in right-of- 4' minimum planting bed around 80% of facade or elevation. • Landscape islands Current LDC: 180 square feet with 3.5" caliper shade tree. Ormond Crossings Design Standards: 250 square feet with 2.5" caliper shade tree. • Same requirements: Sign landscaping, retention ponds, screen plantings, plan submittal, irrigation , street tree plantings, tree and plant size, and prohibited invasive plant material.

CONCLUSION:

Section 2-38.E. of the Land Development Code establishes the material for application and review criteria. Applicants are required to submit a Master Development Plan (see EXHIBIT C) and special studies related to the application. Based on the volume of the special studies, staff has provided these electronically and any of these studies can be printed by planning staff upon request.

In considering an application for a Planned Mixed Use Development, the Planning Board may recommend to approve, approve with conditions, or disapprove an application based on the criteria listed below. The applicant has provided a response to each criterion listed below and it is attached in EXHIBIT B.

a. Does the proposed PMUD provide for the integration of land uses in an efficient manner?

The PMUD does provide for the integration of land uses in an efficient manner. The Master Development Plan identifies specific tracts and permitted uses within each tract. Exhibits include the land use plan (Exhibit D of the MDP and the tract map (Exhibit E of the MDP). The land use plan seeks to allow a variety of uses that will allow residents to live, work, shop, and have recreation within the same project area. The development provides a mixture of uses including the business park area, town center, various residential uses, institutional, park, and a school use. The uses are integrated with roadways, transit opportunities, and trails and sidewalks.

b. Does the plan provide for compatibility between the various uses and are there sufficient standards in place to ensure that all of the use can be developed in a manner that does not have a negative impact on the adjoining land uses?

A integral part of the Ormond Crossings project is that incompatible land uses are not abutting each other. For example, industrial and business park areas are not abutting single-family areas. Much of the current Land Development Code setback and landscape standards seek to reduce impacts of non-compatible uses. The land use plan has separated incompatible uses for the project with natural areas, roadways, or water features. Where a negative impact may occur, Section 8 of the Master Development Plan provides mitigation strategies.

External to the project boundaries, the Master Development Plan has created buffers to assist in the transition of non-Ormond Crossings property and the project area. Along the southern boundary of the project where the project abuts Durrance Lane, a 200' buffer area has been designated to assist in the transition from large agricultural lots to the Ormond Crossings development area. The Master Development Plan designates the Tract (tract 16) abutting Durrance Lane as a "Low Density Residential" land use. Another key external area occurs near Harmony Road where the Master Development Plan has identified a 50' buffer from the roadway.

- c. Does the plan include innovative or alternative standards that will address specific issues pertinent to the City of Ormond Beach, including but not limited to, affordable housing, “green” development and building standards, low-impact development requirements, transit oriented design, water-wise landscaping, fire-wise landscaping and design standards, etc.?**

The Master Development Plan and the Ormond Crossings Design guidelines have multiple sections that incorporate innovative standards. Specifically, innovative standards can be found in the Master Development Plan as follows:

- Section 10: Jobs and housing balance;
- Section 13: Multi-Modal trail system;
- Section 15: Underground utilities;
- Section 16: GREEN Development objectives; and
- Section 20: Affordable housing;

The design guidelines also incorporate alternative standards that seek to improve the aesthetic quality of residential, public spaces, and non-residential areas of the project development area.

- d. Are there urban design and architectural control standards in place that will provide for a sustainable and lasting community?**

Exhibit G of the Master Development Plan includes Part B that establishes architectural control guidelines for residential and non-residential structures. The Master Development Plan exceeds the Land Development Code for design guidelines for single-family residential structures. The non-residential standards include a variety of styles that include Colonial, Craftsman, Florida Vernacular, Greek Revival, Italianate, Mediterranean, Mission, Modern, and Neoclassical. The options of the variety of styles shall assist in establishing lasting architectural control standards.

- e. Does the PMUD MDP provide for a coordinated transportation system that improves accessibility and provides for various modes of travel?**

A key consideration since the beginning of the project is the project’s traffic impacts and required mitigation and improvements. The PMUD and MDP incorporates the transportation improvements and mitigation required from the approved Comprehensive Plan amendments and 2010 Development Agreement. The Development Agreement provides a list of developer commitments related to transportation which is included in Exhibit B of the Master Development Plan.

Ormond Crossings is part of a Concurrency exception area and has a Transportation Demand Management (TDM) strategy that include the following mobility improvements:

- As part of the Ormond Crossings Activity Center mobility strategy, the City will emphasize the use of a multi-modal transportation district for the project and surrounding area that includes, but is not limited to transit services, facilities and amenities as well as transit oriented development practices and principles to accommodate growth in the area. Ormond Crossings shall adhere to transit oriented development design principles and concepts within an area appropriate for future transit (see "Accessing Transit, design handbook for Florida Bus Passenger Facilities," FDOT, Version II 2008).
- The Developer shall provide annual reports based on methodology acceptable to the City. The City shall use the annual reports to determine if changes to the transportation demand management or multimodal system are warranted.
- The City shall provide the annual reports to Volusia County and Votran to ensure a coordinated effort for the multimodal improvements and operations. Prior to the issuance of the first certificate of occupancy, the Developer shall enter into an agreement which addresses roadway and transit capital, operations and maintenance funding. This agreement shall be reviewed and updated five years after the original approval by the City and Votran, and thereafter shall be reviewed and updated as part of the annual reports required as part of the Activity Center designation.
- In the interest of safety, and to promote alternative forms of transportation, the Developer shall provide the following bicycle and pedestrian systems:
 1. The on-site bicycle systems shall be connected into any adjacent external bicycle systems existing at the time of construction;
 2. Covered walkways shall be designed into the front of non-residential structures to the maximum extent practicable.
 3. In all areas of Ormond Crossings where cycling will be accomplished on both sidewalk/bikeways and streets, appropriate signage identifying bike routes will be installed;
 4. Connections for bicyclists and pedestrians shall be provided between residential neighborhoods, employment centers and commercial areas to the maximum extent practical; and
 5. Bicycle support facilities (e.g., parking and lockers) shall be provided at commercial areas and all work areas.
- The following transit related actions are required:
 1. Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary to augment and facilitate the operations of transit service to the site as determined by the City in consultation with Votran;

2. Transit pull-out bays and transit shelters as required by the City in consultation with Votran shall be constructed on-site by the Developer;
 3. A site shall be provided for multiple future transit stops to accommodate buses at a location determined by the City in consultation with Votran and the Developer at the time of site plan approval;
 4. At the City's request, the Developer shall enter into an agreement with the City in consultation with Votran in order to determine the appropriate number and location of pull-out bays, transit shelters, covered walkways and their location on the site, the size of a future transit super-stop if determined by the City to be appropriate for the estimated ridership, and the viability of a CDD operated internal tram system to provide transportation to destinations and transit stops within the project; and
 5. When studies are conducted to implement bus service, the Developer shall fully cooperate with the City in donating necessary right-of-way that may be necessary for the route, transit stations, park & ride facilities and other accoutrements deemed warranted by Votran, in consultation with the City.
- The Developer shall promote and encourage variable work hours and flextime participation by on-site employers. The Developer, employers and owners shall make known to tenants and residents that Ormond Crossings has access to an existing ride-sharing program operated by Votran. Transit and current ride-sharing information shall be prominently displayed in all public gathering areas, in employment centers and other areas as suggested by Votran and the City. Transit access on public rights-of-way, if necessary, shall be provided to meet Votran specifications to facilitate transit to the site. To reduce peak hour trips, the Developer (CDD) or property owners associations) may designate a part-time ride sharing coordinator who is responsible for working with the area transit provider, conducting employee ridesharing campaigns within the project, publicity, processing applications, distribution information (including transit information).
 - The Developer shall coordinate with the City, Votran, the CDD and any property owners associations to ensure the provision of park and ride spaces on site and construct an area for use as a rideshare lot to lessen the overall impacts on regional roadways. Spaces for at least 200 vehicles shall be provided and may be shared with parking for commercial land uses. The park and ride spaces shall be proximate to the bus transit stops when established. Park and ride spaces shall be aggregated into groupings of not less than 25 spaces per designated park and ride area, which shall be indicated with appropriate signage. The Developer shall coordinate with City and Votran to accomplish these requirements at the time of site development.
 - In order to minimize impacts to the roadway network, roads within Ormond Crossings shall, subject to environmental constraints, be interconnected to

the maximum extent feasible as determined by the City. The project will generally be connected to existing neighborhoods and will tie into local streets, where feasible and as deemed appropriate by the appropriate local government.

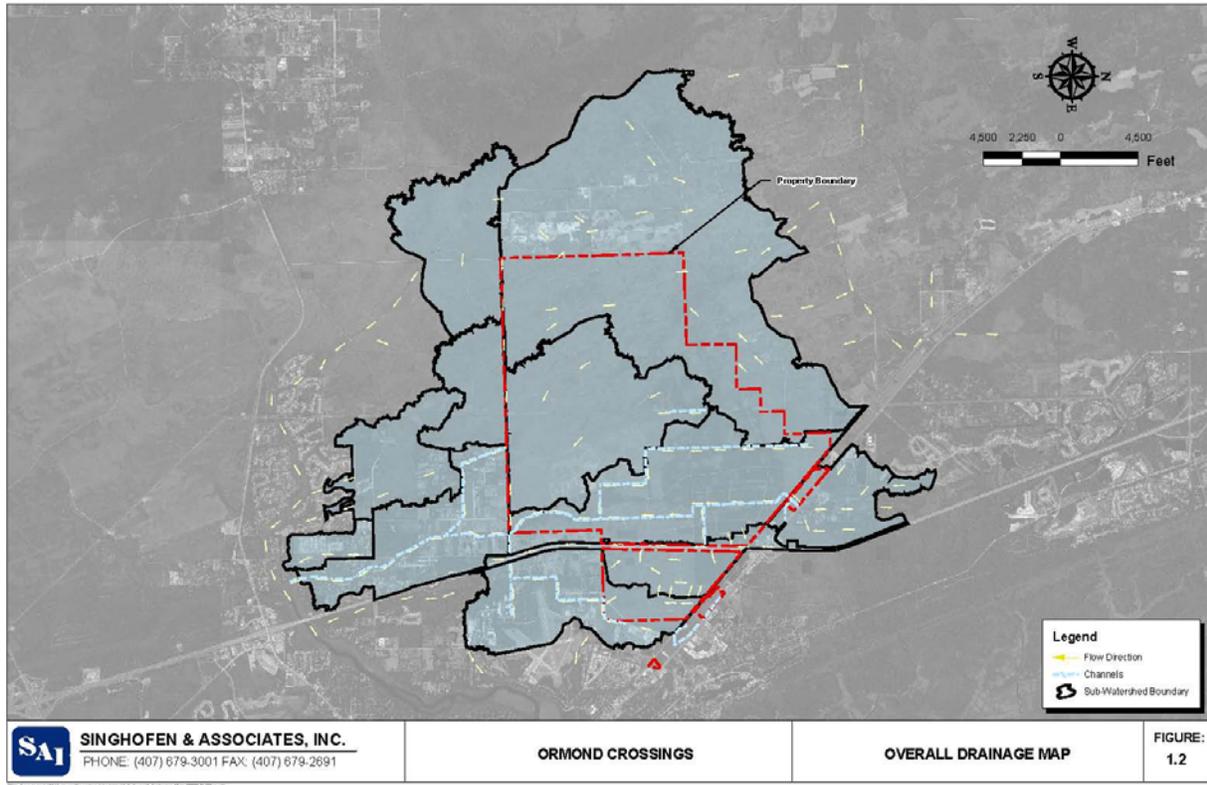
- The transportation mitigation projects and other mitigation activities to reduce vehicle miles traveled from and to Ormond Crossings are sufficient for the impacts of the project, including impacts on Volusia County roadways. The City hereby acknowledges and agrees that by complying with the provisions of this mitigation strategy, the Developer shall be entitled to fully and completely develop Ormond Crossings without further transportation improvements. If any of the transportation mitigation projects are unnecessary because they were or are being undertaken by a third party or are not possible because they are not approved by the entity with jurisdiction or for any other reason, the Developer shall make alternative traffic related improvements or contributions to operations that have the effect of reducing vehicle miles traveled from and to Ormond Crossings as directed by the City, provided that any alternative mitigation of offsite transportation impacts shall not exceed the cost of the individual transportation mitigation projects being replaced.

f. Are there innovative land use standards in the MDP designed to protect and enhance environmental resources?

Tomoka Holdings has devoted many resources to study the effect that the proposed development will have on the environment both within the limits of Ormond Crossings and surrounding developed and undeveloped areas. The efforts taken by Tomoka Holdings can be classified more specifically into one of three areas of focus, Drainage, Wetlands, and Floodplain management.

Drainage:

The preliminary basis for the environmental study of Ormond Crossings is the *Ormond Crossings Drainage Study*, prepared for the Developer by the consulting engineering firm of Singhoffen and Associates, Inc. and initially submitted to the City for review in June 2008. This study utilized extensive survey data of the Ormond Crossings property and surrounding areas and created a model that based upon current topographic data, land use types, underlying soils data, and drainage features both natural and human-made created a drainage model that represented this area under current conditions. The graphic below shows the limits of the study and its extent beyond the boundary of Ormond Crossings.



Upon completion of the existing condition study, the Developer engaged their consultant to prepare a similar model that incorporates the proposed development and related improvements, thereby illustrating the project will have minimal effect on the property in the developed condition and mimic hydrologic properties of the area in the undeveloped state. This post developed analysis was used in order to optimize the design of the drainage system for Ormond Crossings. This study has been submitted to both the City of Ormond Beach and St. Johns River Water Management District (SJRWMD) for review. SJRWMD has provided approval for this model through the issuance of a construction permit for the Phase 1 Commercial Development of the project (SJRWMD Permit # 4-127-116301-1).

Wetlands:

Tomoka Holdings has engaged the services of environmental consultants to locate and identify those wetlands located on-site. These identified wetlands have been included in the stormwater models previously mentioned, and formal determinations have been made and established through the issuance of Wetland Determination Permits by SJRWMD (Permits #16-127-11631-2 and 16-127-11631-3). Additionally, much of the identified wetlands have been permitted for perpetual preservation through the establishment of the Ormond Crossings Mitigation Bank which will be used for mitigation of wetland impacts that may occur in the development of the site.

Floodplains:

A third means of environmental impact analysis that was performed by Tomoka Holdings is the submittal of a Floodplain study to the Federal Emergency Management Agency (FEMA). The Developer had their consultant submit the stormwater models developed for the site (undeveloped and developed conditions) to FEMA for review. This study proved to be the first extensive study of this flood behavior of this area and resulted in the issuance of a Letter of Map Revision (LOMR) for the study area which established more precise mapping of the boundary of the special flood hazard areas and the establishment of base flood elevations for this area. This LOMR resulted in the issuance of revised map panels for Ormond Crossings and much of these findings were incorporated in the FEMA Map Modernization process currently underway for the issuance of revised Flood Maps for Volusia County.

Environmental Conclusion:

By performing the surveying and environmental assessment for the project area, a substantial amount of groundwork has already been performed. This work will allow a comprehensive knowledge of geographic issues whereas individual development would only provide pieces of analysis. The work done to date will expedite future development for this project and assist end users complete projects faster.

g. Does the MDP include provision for a coordinated and orderly provision of public utilities?

The Master Development Plan does include provisions for coordinated and orderly provisions of public utilities. The project has performed a utility impact assessment and there are developer commitments that shall ensure public utilities are provided.

h. Does the MDP include provisions for the coordination and establishment of educational and recreational activities and facilities?

The Master Development Plan does include provisions for coordinated and establishment of educational and recreation facilities. The Ormond Crossings project has been coordinated with the Volusia County School Board and a school capacity letter is included as an attachment. The Master Development Plan requires a 20-acre elementary school site. The Plan contains triggers that by the time the project reaches certain residential units, recreational land and facilities are required (See Section 10.4 of the MDP)

Section 2-38.E.5. of the Land Development Code also establishes specific design guidelines that have been established to ensure that requests to rezone to PMUD include a balanced and sustainable mix of uses. The review criteria are listed below:

a. Provide visual harmony by, but not limited to, such mechanisms as sign control (i.e., number, height and copy area), establishing landscape screening/buffering requirements (i.e., width and composition),

requiring the use of underground utilities, and establishing building setbacks and height requirements;

Exhibit G of the Master Development Plan establishes design guidelines for all development within the Ormond Crossings project. The building setbacks and height requirements are contained in Section 11 of the Master Development Plan.

b. Encourage building orientation which promotes interaction between different projects and discourages creating unnecessary separation or the isolation of projects;

Exhibit G of the Master Development Plan establishes design guidelines for all development within the Ormond Crossings project. As stated previously, residential areas will be interconnected and there is a Master Trail system to encourage connectivity.

c. Establish shared parking, access and loading facilities, as practical, in an effort to reduce impervious surfaces;

Section 18 of Master Development Plan includes a provision to allow shared parking within the project's Town Center area.

d. Promote vehicular, pedestrian, and non-vehicular movement throughout the Activity Center;

The project is a Traffic Concurrency Exception Area that requires other modes of transportations. As discussed above, the project incorporates Transportation Demand Management strategies that require other forms of transportation. One example is the Multi-Modal Trail System which is shown on Exhibit F of the Master Development Plan.

e. Provide a network of unifying open spaces (said open spaces shall be in, or predominantly in, a natural state) which promote linkage with other adjoining developments; and

Section 14 of the Master Development Plan requires 20% of the land area to be open space. Linkage is provided with a set of trails and sidewalks.

f. Use common frontage/service roads where appropriate; and

Section 12, Table 11, of the Master Development Plan provides the standards for streets within the development and common service roads are planned as a method of traffic management.

g. Use shared or joint facilities, such as stormwater, bus stops, and utility easements.

The conceptual plan, Exhibit C, of the Master Development Plan shows the use of joint facilities, such as common stormwater retention. The intent of the Master Development Plan is to provide shared facilities.

CRITERIA FOR APPROVAL: There are certain criteria that must be evaluated before a Planned Development can be approved. According to Chapter 1, Article I, Section 1-15.C.3 of the Land Development Code, the Planning Board shall consider the following when making its decision:

- 1. The proposed development conforms to the standards and requirements of this Code and will not create undue crowding beyond the conditions normally permitted in the zoning district, or adversely affect the public health, safety, welfare or quality of life.**

The proposed development conforms to the standards of the Land Development Code and will not create undue crowding beyond the conditions normally permitted in the zoning district, or adversely affect the public health, safety, welfare or quality of life. The Master Development Plan is a representation of over twelve years of planning and negotiation between the City of Ormond Beach and the developer and incorporates the requirements of the Comprehensive Plan approval and 2010 Development Agreement.

- 2. The proposed development is consistent with the Comprehensive Plan.**

The property is designated as “Activity Center” on the City’s Future Land Use Map (FLUM). The directive text of the Comprehensive Plan states, “To encourage the development of master planned, mixed-use developments that serve as a catalyst for economic development opportunities and provide for balanced, integrated communities. Density and intensity standards are listed under Policy 1.7.7 of the Future Land Use Element”.

There are multiple Goals, objectives and policies that support the Master Development Plan. The project required multiple amendments to the city’s Comprehensive Plan and the following support the project development:

- Goal 1.7 of the Future Land Use Element, including all the Objectives and Policies;
- Goal 8 of the Future Land Use Element;
- Goal 5 of the Transportation Element, including all the Objectives and Policies;
- Goal 6 of the Housing Element; and
- Objective 1.14 of the Recreation Element.

The proposed development is consistent with the Comprehensive Plan.

- 3. The proposed development will not adversely impact environmentally sensitive lands or natural resources, including but not limited to water bodies, wetlands, xeric communities, wildlife habitats, endangered or threatened plants and animal species or species of special concern, wellfields, and individual wells.**

As detailed above and in the electronic attachments, there has been a considerable amount of study of the Ormond Crossings project area. All environmental impacts

are in accordance with the adopted City Land Development Code and state regulations.

4. **The proposed use will not substantially or permanently depreciate the value of surrounding property; create a nuisance; or deprive adjoining properties of adequate light and air; create excessive noise, odor, glare, or visual impacts on the neighborhood and adjoining properties.**

The application pertains to 2,924 acres and there is no site specific use. The Ormond Crossings project as a whole will not devalue adjoining property and represents a coordinated land use plan.

5. **There are adequate public facilities to serve the development, including but not limited to roads, sidewalks, bike paths, potable water, wastewater treatment, drainage, fire and police safety, parks and recreation facilities, schools, and playgrounds.**

Based on the project studies and developer commitments, there are adequate public facilities to serve the development, including but not limited to roads, sidewalks, bike paths, potable water, wastewater treatment, drainage, fire and police safety, parks and recreation facilities, schools, and playgrounds.

6. **Ingress and egress to the property and traffic patterns are designed to protect and promote motorized vehicle and pedestrian/bicycle safety and convenience, allow for desirable traffic flow and control, and provide adequate access in case of fire or catastrophe. This finding shall be based on a traffic report where available, prepared by a qualified traffic consultant, engineer or planner which details the anticipated or projected effect of the project on adjacent roads and the impact on public safety.**

The project was required to complete a traffic study with traffic mitigation. The study and mitigation was approved with the 2010 Development Agreement.

7. **The proposed development is functional in the use of space and aesthetically acceptable.**

While there is no specific project proposed, the Master Development Plan and Design Guidelines are designed to provide functional use of space and aesthetically acceptable.

8. **The proposed development provides for the safety of occupants and visitors.**

While there is no specific project proposed, the Master Development Plan and Design Guidelines shall provide for the safety of its occupants and visitors within the Ormond Crossings project area.

9. **The proposed use of materials and architectural features will not adversely impact the neighborhood and aesthetics of the area.**

While there is no specific project proposed, the Master Development Plan and Design Guidelines shall provide standards to ensure high quality materials and architectural features.

10. **The testimony provided at public hearings.**

This application has not been heard and no public testimony has been provided.

RECOMMENDATION:

It is expected that the application will be reviewed by the City Commission on August 20, 2013 (1st reading) and September 3, 2013 (2nd reading). It is recommended that the Planning Board recommend **APPROVAL** of PMUD 10-134 to rezone approximately 2,924 acres from Volusia County A-1 (Prime Agriculture) and A-2 (Rural Agriculture) to City of Ormond Beach PMUD (Planned Mixed Use Development).

Exhibits:

Exhibit A: Site maps

Exhibit B: Applicant response to review criteria and school capacity letter

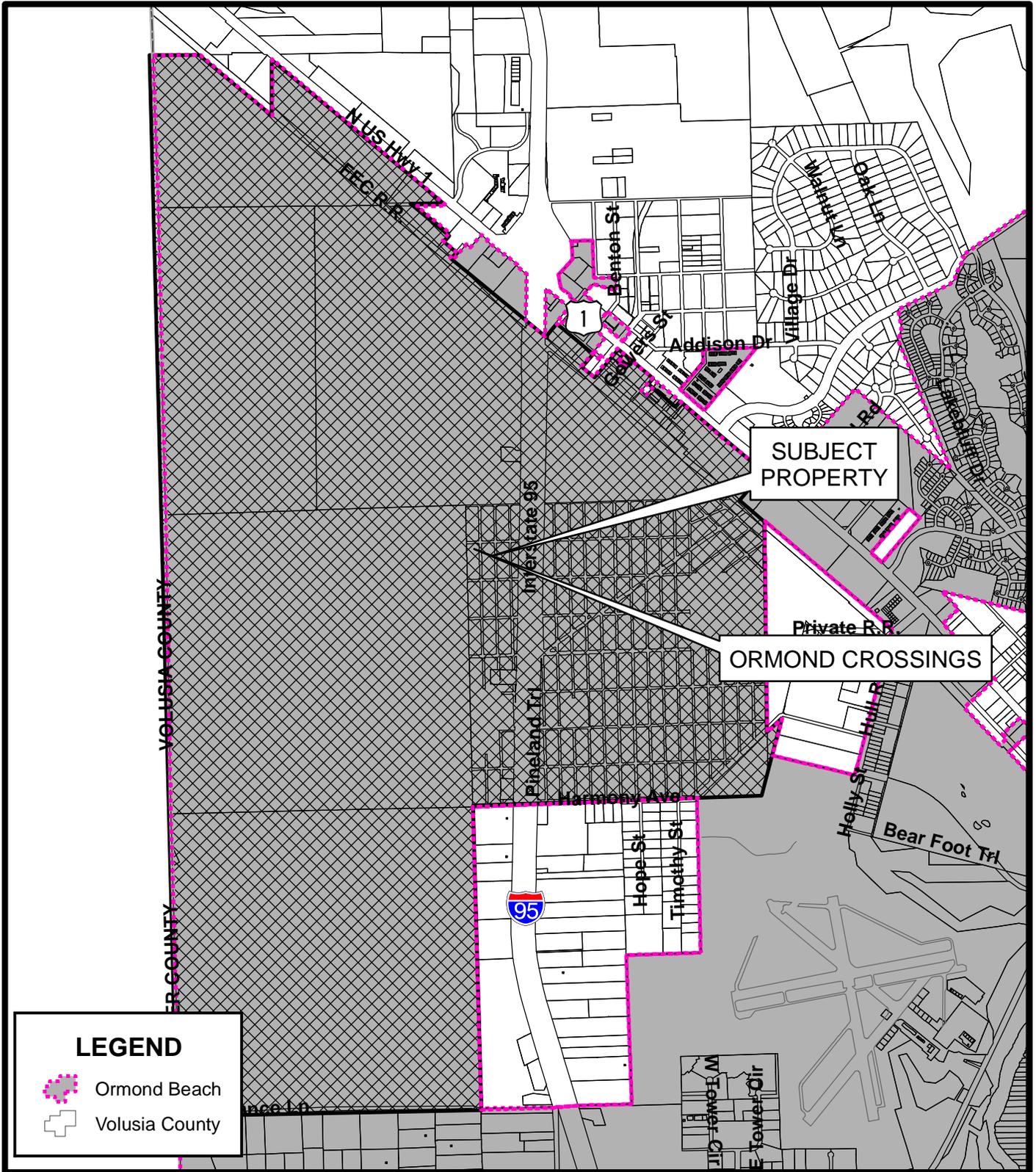
Exhibit C: Master Development Plan

Studies and Other Information (electronic copy only)

1. Fiscal Impact Study
2. Utility Impact Assessment
3. Traffic Analysis
4. Ormond Crossings Drainage Study
5. Environmental related information
6. Floodplain Information
7. Ordinance 2010-07, Ormond Crossings Development Agreement

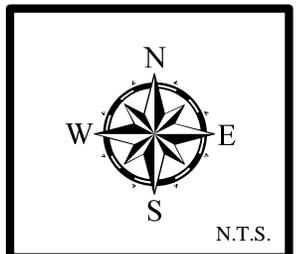
Exhibit A

Site Maps



ORMOND CROSSINGS
LOCATION MAP

Prepared By: The City of Ormond Beach
 G.I.S. Department - June 20, 2013





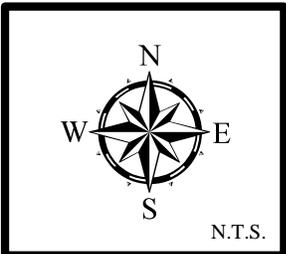
SUBJECT PROPERTY

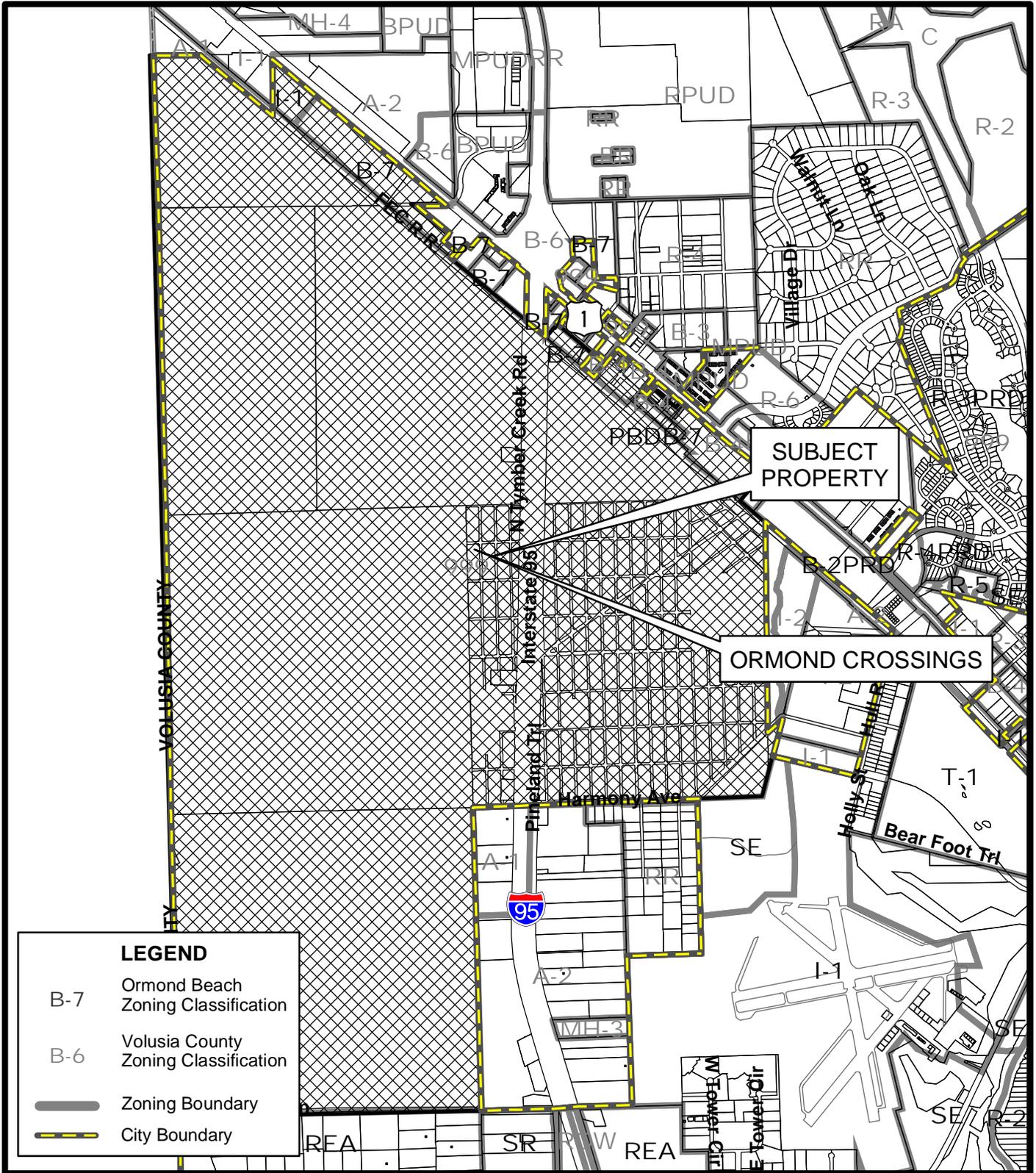
ORMOND CROSSINGS



**AERIAL MAP
ORMOND CROSSINGS**

Prepared By: The City of Ormond Beach
G.I.S. Department - June 20, 2013





**CURRENT ZONING MAP
ORMOND CROSSINGS**

Prepared By: The City of Ormond Beach
G.I.S. Department - June 20, 2013

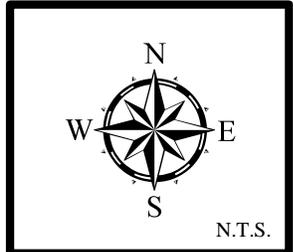


Exhibit B

Applicant response to
review criteria and
school capacity letter

Tomoka Holdings, LLC

AN ALLETE COMPANY

Developer of Ormond Crossings

May 24, 2013

Mr. Ric Goss, AICP
Planning Director
City of Ormond Beach
22 South Beach Street
Ormond Beach, FL 32176

RE: Ormond Crossings Planned Mixed Use Development Rezoning

Dear Mr. Goss,

The Ormond Crossings property is designated as an Activity Center on the City's Comprehensive Plan Future Land Use Map. The Activity Center land use requires that the property be zoned a Planned Mixed Use Development (PMUD). Tomoka Holdings has previously submitted an application to rezone Ormond Crossings to PMUD as required.

Since the adoption of the Ormond Crossings Development Agreement in 2010, Tomoka Holdings has been working with City staff to finalize the Master Development Plan and Development Requirements for the Ormond Crossings PMUD. This effort included a workshop with the Planning Board in June, 2012.

Attached with this submittal are the documents needed to finalize the rezoning request and adopt the Master Development Plan and Development Requirements. The following documents are included for your review:

1. Master Development Plan (includes Design Standards)
2. Letter detailing how the MDP complies with the PMUD requirements
3. Volusia County School District School Capacity Letter

The Master Development Plan includes the Land Use Plan, Permitted Uses and Dimensional Standards, Design Standards, Development Processing and Phasing Plan and Supplemental Standards as required.

In addition, the property will be posted in accordance with the Land Development Code advertising a Public Hearing with the Planning Board scheduled for July 11, 2013.

We believe that the MDP implements the master plan in accordance with the City's vision for the Ormond Crossings project. We look forward to reviewing the MDP with the Planning Board and City Commission.

Please contact me if you have any additional question or comments.

Sincerely,



Clinton F. Smith
Vice President

Tomoka Holdings, LLC

AN ALLETE COMPANY

Developer of Ormond Crossings

May 22, 2013

Mr. Ric Goss, AICP
Planning Director
City of Ormond Beach
22 South Beach Street
Ormond Beach, FL 32176

RE: Ormond Crossing Planned Mixed Use Development Rezoning

Dear Mr. Goss,

This letter is written in support of the application for rezoning to Planned Mixed Use Development (PMUD) submitted by Tomoka Holdings, LLC for the Ormond Crossings development. The subject property is located south of US 1 and spans both sides of I-95. The development area consists of approximately 2,924 acres. The proposed development plan consists of a variety of residential, non-residential and conservation uses with development standards in place to ensure a sustainable, thriving development. Tomoka Holdings is aware that the Planning Board may recommend approval, approval with conditions, or disapproval and the City Commission may base its conditions of approval or denial of the issuance of a development on the following criteria. The following identifies how the proposed Ormond Crossing PMUD complies with the criteria.

a. Does the proposed PMUD provide for the integration of land uses in an efficient manner?

The Ormond Crossing PMUD takes the specific goals, objectives and policies of the comprehensive plan and provides standards applicable to residential and non-residential uses within the project in a manner that promotes sustainable development in the appropriate locations. This being the case, efficiency as applied to the Ormond Crossing PMUD means that the land uses:

1. provide for a mixture of uses in geographic locations that provides connectivity and accessibility via multiple modes of travel available to the residents and businesses within the project;
2. utilize connection to existing infrastructure and ensure provision of services when needed by the development. and,
3. provide for upgrades or improvements to the existing infrastructure and various governmental services (education, recreation, etc.) in a fiscally-feasible manner.

The PMUD includes a Conceptual Plan (Exhibit C) and a Land Use Plan (Exhibit D) providing for the general location of land use areas. The MDP also includes definitions and regulations for the uses allowed in the following land uses:

1. Business Park Area
2. Town Center/Business Park Area
3. Residential-High Density Area
4. Residential-Medium Density Area
5. Residential-Low Density Area
6. Institutional Area
7. Park/School Area

These are used to further refine the specific uses that are allowed in the different land use areas. There is flexibility allowed to the types and intensities of the uses allowed in the land use areas via a conversion matrix. This allows for adjustments to market conditions without compromising the compatibility of the uses. The conversion matrix (see Tables 2 and 3 of the MDP) is consistent with the adopted future land use policies since it allows only conversion between non-residential uses, or the conversion of residential uses to non-residential uses. The matrix does not include standards for the conversion of non-residential areas to residential uses since this is prohibited by policies in the adopted comprehensive plan.

The portion on the east side of I-95 has been designated for "Business Park" area and is targeted strictly for non-residential uses in order to promote and develop the economic base of the City and County. This area incorporates industrial, office and flex-space in close proximity to existing and future residential areas. Additionally, the PMUD MDP incorporates provisions for personal retail and office use to minimize travel by those employed in this area. The west side of I-95 incorporates residential and non-residential uses in a manner that minimizes impacts to existing natural resources and residential areas, while providing for a wide-mix of residential opportunities. All of these uses will have access to automobile, transit, pedestrian and bicycle modes of travel through a connected network of roads, trails and sidewalks. There are existing potable water and sanitary sewer facilities in place along the US 1 corridor that will be expanded and improved by the developers of the project in order to ensure that current and future users have adequate capacity without additional costs to the existing users. Stormwater management will be designed, permitted, constructed and funded by the developers of the project.

A Community Development District (CDD) is anticipated for the project as a funding mechanism for many of the infrastructure improvements. This places the funding of the improvements on those who use the expanded facilities.

- b. Does the plan provide for compatibility between the various uses and are there sufficient standards in place to ensure that all of the uses can be developed in a manner that does not have a negative impact on the adjoining land uses?**

There are two specific issues. First is compatibility with the existing and future land uses external to the project. The second pertains to internal compatibility. Both of these are addressed via regulations in Section 8.0 of the MDP and the geographic distribution shown in the Conceptual Plan (Exhibit C) and Land Use Plan (Exhibit D).

The development on the east side of I-95 does not have significant issues with compatibility. The development area east of I-95 is where industrial, office and commercial uses will be developed in accordance with the "Business Park" area standards. This portion of the project is surrounded to west, east and north by major transportation corridors (I-95, FEC railroad, US 1) that will not be negatively impacted by these land uses. The land uses for the properties along the southern boundary of the project include some industrial businesses, but there is access to a city park (Airport Sports Complex) and rural residential development that warrants greater screening and buffering standards. The proposed MDP incorporates sufficient landscaping, buffering and design standards to ensure compatibility with the rural residential and park uses along the south side of Harmony Avenue.

The portion of the project on the west side of I-95 places the intensive residential and non-residential uses to the northeast and along the I-95 corridor so that these uses do not negatively impact the rural residential and conservation lands to the south and west of the project. Additionally, the MDP specifies that "Low Density Residential" areas and conservation lands are planned in the southern portion of the project. This will provide compatibility with the large-lot residential uses existing in Durrance Acres and similar areas of unincorporated Volusia County.

Internally, the project has been arranged so that intensive uses, such as commercial, retail, and industrial are in close proximity to residential uses for convenience and efficiency, but are buffered by either transportation corridors or natural resources. The eastern side of the project is exclusively non-residential and there are sufficient design requirements to ensure that office, commercial and industrial uses can be cohesively developed. The western side of I-95 allows for stormwater facilities, schools and parks to provide buffering and smooth transitions from non-residential to residential, as well as transitioning residential densities.

c. Does the plan include innovative or alternative standards that will address specific issues pertinent to the City of Ormond Beach, including but not limited to, affordable housing, "green" development and building standards, low-impact development requirements, transit oriented design, water-wise landscaping, fire-wise landscaping and design standards, etc.?

Pursuant to the adopted comprehensive plan, the PMUD has incorporated affordable housing pursuant to the methodology adopted by the East Central Florida Regional Planning Council. This means that there will be a variety of housing opportunities available for all persons, regardless of financial status. Please refer to Section 20.0 of the proposed PMUD MDP for the specific standards.

The project is also required by the adopted comprehensive plan, to include a multitude of "green" development standards that include options for all of those listed in the criteria. This means that both residential and non-residential developments will have the ability to use innovative or alternative methods of addressing "green" development in a manner that is appropriate and can be reasonably implemented. Lastly, the application of transit-oriented design is applicable to the west side of the project, given the retail, office and multi-family

uses identified to be developed in the area. Please refer to Section 16.0 for the specific standards for "GREEN" development.

d. Are there urban design and architectural control standards in place that will provide for a sustainable and lasting community?

The proposed PMUD MDP incorporates design standards in Exhibit G of the MDP that are based on the preliminary standards developed by the Economic Development Director for the City of Ormond Beach, as part of the comprehensive plan amendment process. This effort has been refined and improved to address a multitude of design elements including, but not limited to architectural design (style, massing, roof lines, fenestration, lighting, etc.) and landscape standards (minimum requirements, appropriate species, corridor and utility screening, etc.).

e. Does the PMUD MDP provide for a coordinated transportation system that improves accessibility and provides for various modes of travel?

The comprehensive plan and associated Development Agreement specify that the development of Ormond Crossings shall integrate a multi-modal system of roads, sidewalks, trails and transit opportunities. The Development Agreement specifies exact improvements and methods of implementation. These improvements include road construction, implementation of transportation demand management (TDM) practices, construction of bike paths/sidewalks/trails and integration of Votran bus systems into the road and land use network. All of these items have been either directly incorporated into the PMUD plan or otherwise added by reference. Please refer to Section 12.0 and Exhibit B of the MDP for the specific road and transit standards and improvements, and refer to Section 13.0 and Exhibit F for the specific standards and requirements for the multi-modal trail system.

f. Are there innovative land use standards in the MDP designed to protect and enhance environmental resources?

The conservation aspects of the PMUD stress the importance of ecosystems management and coordination with the protected natural resources located to the west and south of the project. The applicant has established standards consistent with the currently adopted Land Development Code and Comprehensive Plan for development within the PMUD. Outside the PMUD boundaries, the applicant has established conservation areas and a wetland mitigation bank to the west in lands that are located in Flagler County. The Conceptual Plan (Exhibit C) and Land Use Plan (Exhibit D) are consistent with the regional plans for the conservation of valuable natural resources.

g. Does the MDP include provision for a coordinated and orderly provision of public utilities?

The development of a large project such as Ormond Crossings requires extensive planning for the extension and expansion of public utilities. The PMUD MDP includes specific standards that trigger the requirement for planning, design and construction of specific infrastructure elements so that there are sufficient facilities in place at the time of development. The PMUD MDP incorporates these standards to ensure the following:

1. Utilities will be designed and constructed to adequately serve the various phases of the project and will have connectivity (stubbed-out) for subsequent phases.
2. Service lines and pumping equipment will be sized such that subsequent phases will not require replacement or significant retrofitting of the lines or equipment.
3. Design, permitting and construction costs will be the responsibility of the developer and will be coordinated with the Public Works Department of the City.

Section 10, Development Phasing and Exhibit B of the MDP identify improvements required to address the development of the project and include specific timelines as to when the improvements have to be in place.

h. Does the MDP include provisions for the coordination and establishment of educational and recreational activities and facilities?

The provision of educational facilities was negotiated during the comprehensive plan process. The applicant shall deed 20-acres of uplands to the Volusia School District for an elementary school site upon platting of the adjacent residential land and as approved by the District. Additionally, the applicant has submitted the necessary forms and fees to the Volusia School District to be granted approval of school concurrency for the proposed rezoning.

Parks and recreational facilities have been meticulously planned and specific phasing plans have been incorporated into Section 10.0 Development Phasing and Exhibit B Developer Commitments.

Tomoka Holdings is aware that there are additional requirements contained in the Land Development Code that must be addressed in order for the Planning Board and the City Commission to take action on the proposed rezoning to PMUD and the related PMUD MDP. According to Section 2-38.E.5. of the Land Development Code the following design guidelines must be established to ensure that requests to rezone to PMUD include a balanced and sustainable mix of uses. The proposed PMUD MDP and related documents include requirements to:

- a. **Provide visual harmony by, but not limited to, such mechanisms as sign control (i.e., number, height and copy area), establishing landscape screening/buffering requirements (i.e., width and composition), requiring the use of underground utilities, and establishing building setbacks and height requirements;**

All of these items are specifically clarified in the proposed design standards contained in Exhibit G and Section 18.2(v) of the MDP

- b. **Encourage building orientation which promotes interaction between different projects and discourages creating unnecessary separation or the isolation of projects;**

Tables 9 and 10 of the MDP provide for generalized setback and building dimensional requirements. These used in conjunction with the Design Standards (Exhibit G) and the general descriptions of the land use areas in Section 5.0 of the MDP address this issue.

- c. **Establish shared parking, access and loading facilities, as practical, in an effort to reduce impervious surfaces;**

Section 18, Subsection 18.2, paragraph (p) includes provisions for shared parking in the Town Center land use area. This is the area where shared parking will be most effective.

- d. **Promote vehicular, pedestrian, and non-vehicular movement throughout the Activity Center;**

Section 13.0 and Exhibit F of the MDP identify the location and requirements for a multi-modal trail that services the entire Ormond Crossing project.

- e. **Provide a network of unifying open spaces (said open spaces shall be in, or predominantly in, a natural state) which promote linkage with other adjoining developments;**

Exhibits C and D identify the conceptual plan and land use plan for the projects. These maps reflect the need to protect and preserve valuable natural resources, such as wetlands. These natural resources will remain in a "natural state" and will not be impacted by development of the project. These natural areas are integrated into the multimodal trail system, which connects "developed" open spaces, such as active parks and school sites, with residential and non-residential uses throughout the project.

- f. **Use common frontage/service roads where appropriate; and**

The road network standards in Section 12.0 provide for generalized standards which may allow the developer to use common/service roads if warranted.

- g. **Use shared or joint facilities, such as stormwater, bus stops, and utility easements.**

Throughout the MDP there are requirements for shared use of stormwater, transit and utility easements. Additionally, there are standards in the City's adopted Land Development Code (LDC) that address this requirement.

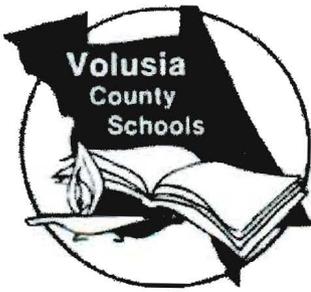
Thank you for the opportunity to explain how we believe that the project complies with the requirements of the Ormond Beach LDC. We believe that we have developed a plan that provides the necessary guidance in implementing the master plan for the Ormond Crossing project. Also, we look forward to presenting and discussing the proposed PMUD and associated MDP with the Planning Board and City Commission.

Please contact me if you have any additional question or comments.

Sincerely,



Clinton F. Smith
Vice President



Dr. Margaret A. Smith
Superintendent of Schools

FACILITIES SERVICES

3750 Olson Drive, Daytona Beach, Florida 32124
PHONE: 386/947-8786 FAX: 386/506-5056

School Board of Volusia County

Dr. Al Williams, Chairman
Ms. Judy Conte, Vice-Chairman
Mr. Stan Schmidt
Ms. Candace Lankford
Mrs. Diane Smith

September 14, 2012

Mr. Clinton Smith
Tomoka Holdings LLC
145 City Place
Palm Coast, FL 32164

**RE: Ormond Crossings PMUD – Ormond Beach
School Capacity Case#12-08-20-001-NI**

Dear Mr. Smith:

The School District has reviewed the Ormond Crossings information for the rezoning of 2,924 acres located within the city of Ormond Beach.

The information provided indicates a rezoning from the existing Volusia County zoning classifications to the Ormond Beach Planned Mixed Use Development (PMUD) zoning classification. District staff understands that this rezoning to PMUD is required to be consistent with the existing Activity Center land use designation. In addition, the 2,950 residential units proposed during the comprehensive plan amendment process have not changed. Consequently, this rezoning will not result in an increase of residential density.

By utilizing the School District's student generation rates, the proposed PMD rezoning could generate approximately 800 full time students. The schools impacted are as follows:

Schools	12/13 SY Enrollment	% of Permanent Capacity	Planned Capacity On site	Students Generated by request
Pathways Elementary	698	96%	N	366
Pine Trail Elementary	699	89%	N	
Ormond Beach Middle	1100	85%	N	186
Seabreeze High	1660	95%	N	250
Mainland High	1832	77%	N	

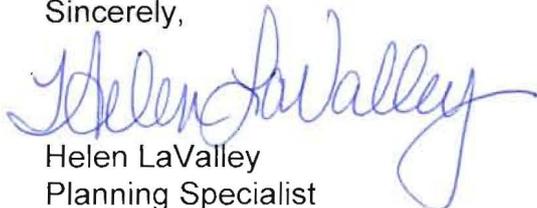
District staff is concerned about changes that increase residential densities and students; however, the impacted schools currently have available capacity and are projected to be at or below their permanent capacities for the five (5) year planning period. Therefore, the school district has no objections to the proposed PMD rezoning of Ormond Crossings. However, please be aware that future development orders, including but not limited to, site plans and subdivisions may be subject to school district review.

Please note that the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Consequently, students generated from this project may not attend the current assigned schools.

Furthermore, while district staff acknowledges the development agreement condition requiring the dedication of a school site staff cannot, at this time, agree to a specific location as indicated on the concept plan provided by you at our meeting on August 9, 2012. District staff looks forward to working with you in evaluating school site options as this residential project develops and progresses in the future.

Please contact me at (386) 947-8786, extension 50805 if you should have additional questions or require more information.

Sincerely,



Helen LaValley
Planning Specialist

C: Saralee Morrissey, Director
Steve Spraker, OB Senior Planner
Project File

Exhibit C

Master Development Plan